



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H128081-B

Mode: Highway

Status: Submitted

US-70

From/Cross Street: TW Alexander Drive

Specific Improvement Type: 7 - Upgrade At-grade Intersection to Interchange or Grade Separation

To:

Project Category: Statewide Mobility

Length: 2

TIP#: U-5518B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$24,800,000

Description:

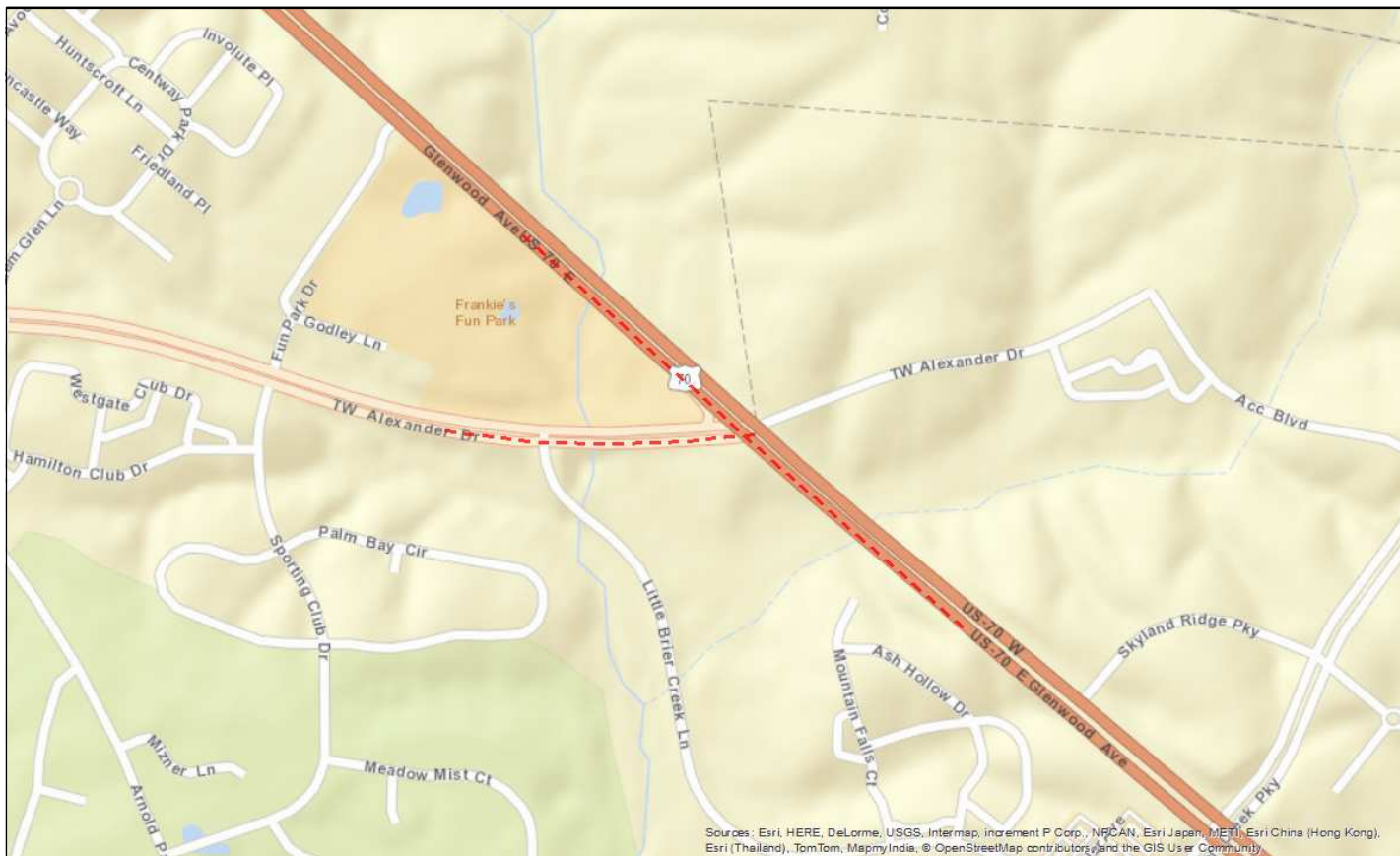
Upgrade Existing at-Grade intersection to interchange

Division(s): Division 5

County(s): WAKE

MPOS(s)/RPO(s): Capital Area MPO

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Statewide Mobility Total Score: 41.79

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 100.00 Safety (10%) 66.65 Economic Competitiveness (10%) 3.27 Multimodal + [Freight & Military] (20%) 20.37 [Travel Time] Benefit/Cost (30%) 2.41	N/A	N/A
Totals: Weight: 100% Weighted Score: 41.79		

Regional Impact Total Score: 62.97

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%) 66.65 [Travel Time] Benefit/Cost (25%) 2.41 Accessibility / Connectivity (10%) 100.00 Congestion (V/C) (25%) 100.00	Percent: 15% Points: 69	Percent: 15% Points: 69
Totals: Weight: 70% Weighted Score: 42.27		

Division Needs Total Score: 27.15

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (20%) 2.41 Congestion (V/C) (20%) 100.00 Safety (10%) 66.65	Percent: 25% Points: 0	Percent: 25% Points: 0
Totals: Weight: 50% Weighted Score: 27.15		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	54
Length (miles):	2
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	3
Roadway has Curb & Gutter?	No
Volume (AADT):	75999.97
Capacity:	63399.99
Volume/Capacity Ratio:	1.2
% Autos:	95%
% Trucks:	5%
Truck Volume:	4074.59
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	100
Severity Index:	33.3
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	19
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	97
Actual Congested Speed:	37.46
Travel Time Index:	1.47

Project Benefits

Project Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	2657000
Travel Time Savings for 30 Years (Autos):	2514550.29
Travel Time Savings for 30 Years (Trucks):	142449.71
Long-Term Employment:	38
% Change in Economy:	2.74E-05
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 5

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 5	100%	69	0
	0%	0	0
	0%	0	0
TOTAL Division Points		69	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Capital Area MPO	100%	69	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		69	0

Project Cost and Source

Construction Cost:	\$20,400,000	TIP Unit
Right-of-Way Cost:	\$10,000,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$30,400,000	
Other Funding:	\$5,600,000	City of Durham Funds
Cost to NCDOT :	\$24,800,000	